

which they worked all day, and one day following another, at really heavy manual labor, reflected the greatest credit on the men themselves and the officers who inspired such a good spirit; and during this time Lieut. Colonel Macdonald, not wishing his men should lose soldierly smartness, had an all present parade and drill from 5.30 to 7.30 a.m. daily, and the fatigue duties commenced at 8.30 a.m.

The spirit shown by all ranks of the 7th Fusiliers was most commendable. The Officers, speaking for their men, said they came to do whatever was ordered, and although they would have preferred fighting, I never heard a grumble from any man in the Regiment, although the Colonel, shortly before the breaking up of the Station at Clarke's Crossing, wrote me asking if he could get some relief from work as his men had been so continuously employed they had had no drill for three weeks, and they wanted to keep in practice to appear creditably on their return home.

I forward tabular statements, marked E and F, of the supplies sent forward by the Transport Service, respectively from Swift Current and from Moose Jaw, until these lines of supplies were closed, but I regret they are not uniform.

The statement given for the Swift Current route being according to a return I originally drew up and required to be furnished daily, and is the only one I have received, although, I furnished blank forms like that on which the Moose Jaw statement is given, requesting they might be filled up; but these have not been returned.

The transport system was not satisfactory; the head teamsters of each subdivision received the same pay as the other drivers, and did not care to exercise any authority or carry out orders if not palatable to his fellows; and although nominally responsible for the safe delivery of the whole load carried on the ten waggons of his subdivision, there really was no method of enforcing the responsibility. And as the drivers were largely hired by the waggon owners at fixed wages, the discharge of the team was no penalty to them, and there really was no means of enforcing discipline; but taken as a body, they were a very well-behaved, willing set of men, anxious for satisfaction, and crime was almost unknown, and when outfit was short, they put up uncomplainingly with deficiencies.

As already reported, I found that one waggon of each sub-division was employed to carry the teamsters' outfit and the forage, and this load hardly lasted much over two days. I endeavored to make each team start from the depot carrying three days' forage; but the teamsters made many difficulties and assured me this would interfere the unloading of each waggon daily, as bulky forage must be bound with the load and would not ride on top; and as no Transport Officer appeared to have given consideration to these details, and I was too much occupied to take in hand the interior economy of any one department, I had reluctantly to permit this arrangement to be continued. Moveable forage racks or nets could easily have been supplied from Winnipeg or the Eastern Provinces and attached to the waggons, which could then have carried three days' forage without interference with the load, and as one-tenth more work could have been done with the same transport train.

As already mentioned, I obtained from the Department of the Interior the use of some survey carts and ponies, and the Surveyors' Corps composed of men thoroughly acquainted with the country, applied for this class of transport in preference to two-horse waggons. I urged that our Transport Service should use the so-called prairie carts and native ponies more largely on the lines of communication, as, although possibly not suitable to move with the field column, they would have been much more economical, as they would have required no hay, as they feed on the prairie grass, and use comparatively small quantity of oats, a matter of extreme importance when it is borne in mind that each man of the force only required 25 lbs. of supplies. But, as already mentioned, each pair of horses required at least 50 lbs. forage daily, and as forage is easily damaged and wasted, and it is hard to check the issue, probably 100 lbs. a day would be the amount used, for each pair of horses; thus, our transport was mainly employed in carrying its own forage.

In the small contract let by me to Mr. Tims, at Swift Current, for hauling, at a fixed rate per 100 lbs, I permitted him to employ French Halfbreeds, and even